

UNICOM

CERTIFICATE OF TRAINING

MERRIANN IRISH

IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT
GIVEN BY

RESORT AVIATION SERVICES, INC.


CERTIFIED FLIGHT INSTRUCTOR


LICENSE#


DATE

UNICOM

CERTIFICATE OF TRAINING

SHANE DICKESS

IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT
GIVEN BY

RESORT AVIATION SERVICES, INC.

 280510335 8/14/01
CERTIFIED FLIGHT INSTRUCTOR LICENSE# DATE
05/03

UNICOM

CERTIFICATE OF TRAINING

HANNA SWANSON

IS HEREBY CERTIFIED

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CERTIFIED FLIGHT INSTRUCTOR


LICENSE#
05/03


DATE

UNICOM

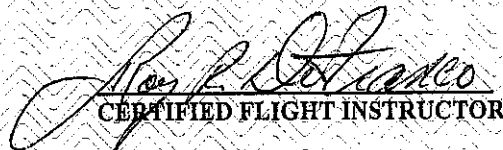
CERTIFICATE OF TRAINING

DENISE JOHNSON

IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT
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RESORT AVIATION SERVICES, INC.


CERTIFIED FLIGHT INSTRUCTOR


LICENSE#
05/03


DATE

UNICOM

CERTIFICATE OF TRAINING

MIKE GRAZIANI
IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT
GIVEN AT

RESORT AVIATION SERVICES, INC.

[Signature]
CERTIFIED FLIGHT INSTRUCTOR

[Signature]
LICENSE #

[Signature]
DATE

UNICOM

CERTIFICATE OF TRAINING

KATHY GARREN

IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT

GIVEN AT

RESORT AVIATION SERVICES, INC.

[Signature]
CERTIFIED FLIGHT INSTRUCTOR

2826235
LICENSE #

January 14, 2003
DATE

UNICOM

CERTIFICATE OF TRAINING

KATHY GARREN

IS HEREBY CERTIFIED

UNICOM OPERATION DEPARTMENT

GIVEN AT

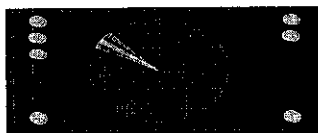
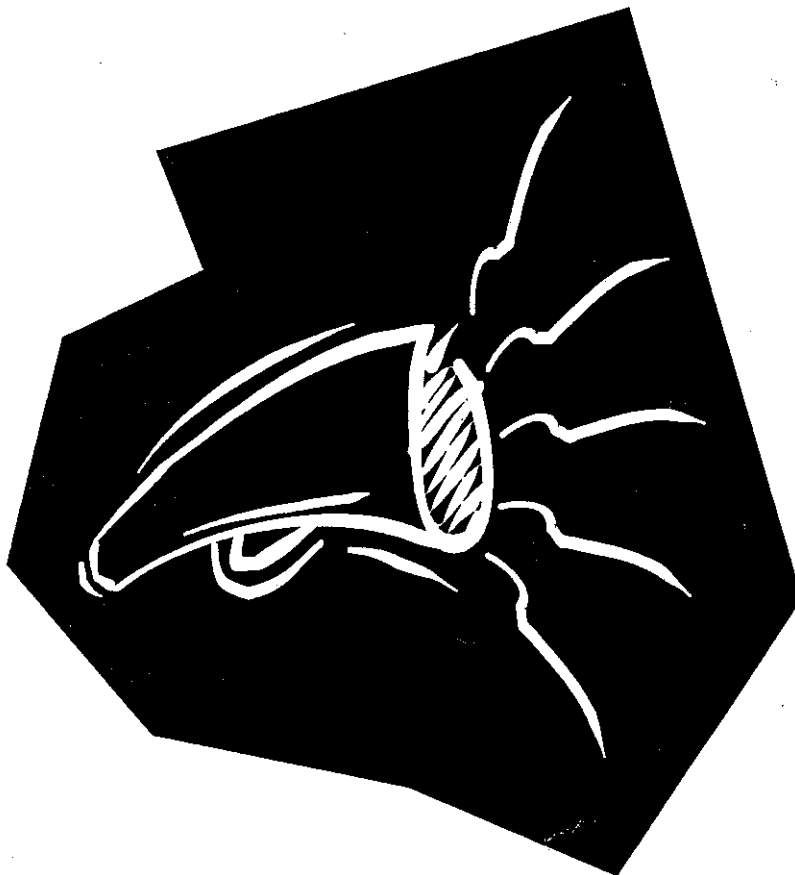
RESORT AVIATION SERVICES, INC.

Ray Rotundo
CERTIFIED FLIGHT INSTRUCTOR

28769138
LICENSE #

January 14 2020
DATE

UNICOM



2/25/97

AVIATION – UNICOM

FAA = COE ~~IS~~ CDA AIRPORT IDENTIFIER

4 RUNWAYS: 01/19, 05/23

PATTERNS:

Runways are numeral –Anything landing on Runway **01** would be RIGHT-HAND pattern.

Taxiways are letters –Alpha, Bravo, Charlie, Delta, Echo

Runways **05 – 19 – 23** – All would be left-hand pattern.

WINDS FROM –Always that terminology – Pilots always land into WINDS direction,

TAXIWAYS

- A In front of Resort (runs parallel to Runway 01/19)
- B Far right (off Runway 01/19)
- C** Middle (off Runway 01/19)
- E Far left (off Runway 01/19)

Taxiway **D** is taxiway that connects 01/19 and 05/23 runways.

Our location: Mid-field **off** Taxiway Alpha

LIGHTS ON FIELD

Unicorn microphone turns on lights:

- 3 Flicks – Low intensity
- 5 Flicks – Medium intensity
- 7 Flicks – High intensity

RUNWAY MARKINGS

White – Length of runways

Red – Last 1,000 yards of runway (lets pilot know runway is ending)

Blue –Taxiways

FREQUENCIES:

AWOS (Weather Info)	135.075	772-8215
Spokane Approach	132.1	
CTAF	122.8	
Resort Aviation	122.85	
VOR	108.8	

Resort only gives verbal: Wind direction and speed and altimeter.

Example: Wind 260 at 10 knots, altimeter 30.20. Anything else you have to reference to AWOS.

MARKERS FOR WIND ON FIELD: Traffic pattern indicator (B windsock by Taxiway A),

Four windsocks:

1. Mid Field
2. Approach End of Runway 01
3. Approach End of Runway 05
4. West End of Airport

Tetrahedron: Outline of plane, lighted at night, located next to mid-field windsock, points in direction of landing for aircraft.

Traffic Pattern Indicator: Shows left and right patterns for Runway 01/19. Located by windsock and tetrahedron.

PILOTS LINGO:

Head straight out Runway 05
Straight out Runway 05, 19, etc.
Turning crosswind (going across wind direction)
Downwind (with wind direction)
Base leg (line up for final)
Final (Ready to touch down)
Extended Base (follow not above standard direction)

VOR

Very high frequency, Omni radio, located mid-field, navigation aid to pilots
Frequency 108.8

ALTIMETER

(thousands of feet) (hundreds of feet)
Short end points at 2^, long end points at 3^, and first indicator at tens of feet.
Result: 2318 feet field elevation

Airport: 2318 **MSL** (mean sea level)
All airport traffic pattern/pilots need to establish himself 800 feet AGL (above ground level)
20 points per notch on elevation altimeter (adjust dial before reading, making sure it is set on 2318 for the elevation of airport, air pressure will move dial)
Rotating insert – 2 per notch (for reading)

WIND DIRECTION

Reading dial – arrow points to where the wind is coming from.

WIND SPEED

Wind speed dial – each line is one knot (if wind speed is 5 knots or over, direction must be given)

Lingo for winds - Calm – No indication: favors Runway 19
Light and Variable – 5 knots or less: favors Runway 19

UNICOM – CTAF (common traffic advisory frequency)

PHONETIC ALPHABET

TRW

APPLE
ROY
CHARLES
DAVID
EDWARD
FRANK
GEORGE
HENRY
IDA
JOHN
KING
LINCOLN
MARY
NELLIE
OCEAN
PAUL
QUEEN
ROBERT
SAM
TOM
UNION
VICTOR
WILLIAM
XRAY
YELLOW
ZEBRA

FLIGHT

ALPHA
BRAVO
CHARLIE
DELTA
ECHO
FOXTROT
GOLF
HOTEL
INDIA
JULIETT
KILO
LIMA
MIKE
NOVEMBER
OSCAR
PAPA
QUEBEC
ROMEO
SIERRA
TANGO
UNIFORM
VICTOR
WHISKEY
XRAY
YANKEE
ZULU

CHANGING THE SET NUMBERS ON UNICOM

1. UNICOM FREQUENCY = 122.80 LEFT SIDE
2. Resort Aviation FREQUENCY= 122.85 ON **SQUACK** BOX
3. AWOS = 135.075 RIGHT SIDE
PHN#772-8215

WHEN CHANGING FREQUENCIES YOU DO THE FOLLOWING:

1. FAR RIGHT DIAL – TOP DIAL YOU HAVE TO PULL OUT TO RECEIVE PROPER NUMBERS WITH THE SMALL 5 AFTER NUMBERS BEHIND THE DECIMAL.
2. SECOND FAT DIAL ▪ ADJUSTS NUMBERS BEFORE THE DECIMAL (3 NO.)
3. BOTTOM LEFT OF UNIT THE CLEAR BUTTON WITH ←-> (ARROW) SWITCHES YOU FROM FREQUENCIES RIGHT TO LEFT. THIS IS ONLY DONE WHEN CHECKING ALTIMETER READING WITH AWOS OR CHANGING TO TALK ON RESORTS 122.85.
4. VOLUME IS SINGLE SMALL DIAL MID-RIGHT OF UNIT, THIS MUST BE SET AT LEAST ON THE BLUE LINE INDICATED ON UNIT.

****NOTE: 122.80 MUST BE DISPLAYED ON LEFT SIDE AFTER CHECKING ANYOTHER FREQUENCY,*******

JUNE 29,1997
Pg. 1 of 2

COMPANY POLICY

Subject: Unicorn - Emergency Situations

Departments: **All**

Employees Affected: **All**

Effective Date: Immediately

In the event of any emergency situation occumng on our ramp or airport runway/taxiway whether a crash or any type of emergency, the person responsible for unicom coverage at that point in time, will follow these procedures listed below in the order listed.

1. Call 911 - give them as complete of a description as possible, and stay on the line until the 911 operator releases you.
2. Unicorn: If an accident has occurred on a taxiway or runway, announce that particular unit is closed. Continue to do so until either the airport staff, FAA, or Fire Department has released that unit to you.
3. Notify Airport Manger's Office
 - A. Business Hours: ask another employee to contact the Manager's office - the unicorn operator will not leave the 911 line to do so. If another employee is not available, notify the Manager as soon as possible or when 911 releases you.
 - B. After Business Hours:
Contact Airport Manager or his alternate at the home phone numbers listed below:
Greg Delevan: 664-6162
Phil Cummings:
Follow the same procedure as listed above "A".
4. Movement of damaged aircraft from a taxiway/runway will be performed only

under the direct supervision of our Director of Maintenance. If he is not available, we do not move the aircraft.

These policies are binding upon all employees affected unless countermanded by this write

Fred M. Miller
President

cc: Airport Manager
Airport Board
Policy Book

To: Fred Miller

September 20, 1999

From: Kathy Garren

Subject: Unicom

This is in response to your question, " has the CDA Airport office contacted Resort about Unicom problems". Neither I nor any member of my staff have received any calls or letters regarding any trouble with our performance regarding the Unicom.

Although, per my previous memo to you, I have had problems to address regarding this subject. Which will be brought up in our manager meeting Wed.

A handwritten signature in cursive script, appearing to read "Kathy Garren".

Kathy Garren
Operations Manager

To: Tom Taggart
County Administrator

September 24, 1999

I am certifying that there has been no complaints or communications regarding our use of the Unicorn by your Airport Office Manager or his staff in the past 24 months.

I have received no written letters, telephone calls or visits. The following are the signatures of our entire staff, when asked the above question.

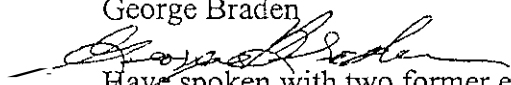
Thank You,

Kathy G en

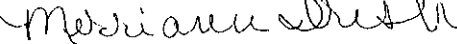

Mike Graziani


Roy De Franco

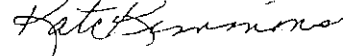
George Braden


Have spoken with two former employees for this time period and both had the same answer, had hear nothing from the airport office. Tina Fancher and Omega Roberts

Merriann Irish



Katie Kimmons



Tom Carlson

